

CLASSIFICATION CONFIDENTIAL

CENTRAL INTELLIGENCE AGENCY

REPORT

50X1-HUM

INFORMATION FROM FOREIGN DOCUMENTS OR RADIO BROADCASTS

CD NO.

COUNTRY

Hungary

DATE OF INFORMATION

SUBJECT

Transportation - Rail, freight-car brakes

HOW PUBLISHED

Monthly periodical

DATE DIST. 8 Aug 1951

1951

WHFRE

Budapest PUBLISHED.

NO. OF PAGES

DATE **PUBLISHED**

Mar 1951

SUPPLEMENT TO

LANGUAGE

Hungarian

REPORT NO.

DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL D THE UNITED STATES WITHIN THE MEANING OF ESPIONASE C. 31 AND 32.45 AMENDED. ITS TRANSMISSION TS CONCENTS IN ANY MARKER TO AN UNAUTHORIZED RESON TEO BY LAW. REPRODUCTION OF THIS FORM IS PROMISETED.

THIS IS UNEVALUATED INFORMATION

SOURCE

Kozlekedestudomanyi Szemle, Vol I, No 3, 1951

CONTINUOUS BRAKING ON HUNGARIAN FREIGHT TRAINS

Imre Hajdu

As of 1 January 1951, Hungarian railroad freight cars, except in a few extraordinary instances, have been equipped with automatic brakes for continuous braking, as contrasted to hand-operated brakes, or braking with car retarders.

Installation of the Hildebrand-Kunze brake, the type now used on Hungarian cars, was begun in 1940. Continuous braking, which is made possible by the use of the automatic air brake, cuts time consumed in preparing a train to start, increases brake efficiency, thereby permitting operation at higher speeds, reduces accidental separation of trains, and makes possible a considerable saving in operating and maintenance costs.

Continuous braking begins with preparing a train to start -- building up air pressure in the entire braking system of the train, and testing the brakes. The time necessary to check the brakes on a 150-200 axle train may reduce the operation capacity of a station. It takes a locomotive 10-12 minutes to build up air pressure for an entire train. Therefore, all larger stations will install aircharging equipment and place compressed-air pipes underground. At congestion points, electric signaling devices will be installed where difficulty may be encountered by the brakemen in signaling the engineer that the train's brakes have been checked.

Saving resulting from the introduction of continuous braking are: reduction by 2,200 of the number of trainmen, saving 13,200,000 forints; and reduction in expenses resulting from accidental train separations (due to uneven braking) saving, 240,000 forints; or a total saving of 13,400,000 forints.

New expenses incurred by the use of continuous braking are: steam consumption of air compressors (300 kilograms of steam per 100 train kilometers), 1 million forints; maintenance of brake connections, 600,000 forints; brake-parts replacement, 600,000 forints; wages of brake repair men 500,000 forints; replacement and maintenance of air-compressor plants, engineer signaling devices, and underground compressed-air installations, 500,000 forints; or a total of 3,100,000 forints. Total net savings over expenses amount to 10,300,000 forints.

- 1 -

**		CLASSIFICATION	CONFIDENTIAL	
STATE	X NAYY	X HSRB	DISTRIBUTION	
ARMY	X AIR	X FBI		

Sanitized Copy Approved for Release 2011/08/25 : CIA-RDP80-00809A000600400624-4

CONFIDENTIAL	C		15				N	7	1	A	1
--------------	---	--	----	--	--	--	---	---	---	---	---

CONFIDENTIAL

٢

50X1-HUM

If continuous braking raises operating speeds 10 kilometers an hour, the turnaround time of locomotives will be reduced, and 20 locomotives can be taken out of operation. The saving in locomotive heating plant and handling costs would be 1,770,000 forints. The reduction in locomotive personnel would also save 500,000 forints in wages.

An increase in operating speeds of 10 kilometers an hour will also permit 600 cars to be removed from operation, which means a saving of 600,000 forints. Thus, increasing operating speeds by 10 kilometers an hour would mean a saving of 2,850,000 forints, minus 1,500,000 forints for increased coal consumption, or a net saving of 1,300,000 forints.

The 2,000-ton, 500-kilometer campaign and the Stakhanovite movements will also be furthered by continuous braking. The introduction of continuous braking marks the completion of one of the most important parts of the Five-Year Plan, and gives a significant boost to the construction of the socialist railroad system.

- END -

- 2 -

CONFIDENTIAL

CONFIDERTIAL